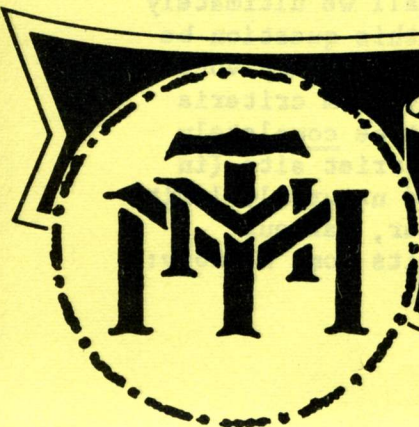




Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

SEPTEMBER - OCTOBER

THE FRONT COVER: Opening Day - Saturday, August 28. 1300 rides again!

ABOUT THE BACK COVER:

Festooned with MTM volunteers straining to emplace it, a prefabricated track section is pulled into position on the 42nd Street crossing. The major undertaking was accomplished in record time, with all work-road opening, track seating and repaving -- accomplished within 4 days. Shown below; 1300 rolls proudly across the new stretch several weeks later.

AN EDITORIAL

HARRIET GLEN -- A JOB WELL DONE, WELL BEGUN!

With the momentous reopening of the Como-Harriet Streetcar line to the public, members of MTM can look back with pride on a job well done; over 1400 feet of 75 lb. track are down and secure; a spacious all-steel carbarn has been constructed; Venerable car 1300 is on site and operational under trained & competent crews; 42nd Street -- long regarded as the "great wall of China" to be surmounted -- has been crossed and the station area rails laid; the north end of the line to Wm. Barry Bridge awaits the melting snows of '72. Our opening of the partially restored Como-Harriet line to an eager public who have long awaited it should give some of us indication of the measure of support for MTM's restoration efforts! And it is due to the hard work, dedication and perseverance of MTM volunteer crews and the monetary and material donations of almost countless individuals that steel transit wheels are again turning in the Twin Cities after an absence of almost two decades. MTM has literally provided Minnesota, Minneapolis & St. Paul with a unique historical attraction which may, in time, well become as celebrated as the famed hill-climbers of San Francisco. While we can take just pride in these accomplishments, Harriet is really a job just well-begun! Much remains to be accomplished; the track must be extended to Wm. Barry Road in '72 and full operational capability attained over the entire line. We can and must do our very best efforts at providing a first class restoration which will endure. For it is thru our ultimate accomplishment at Harriet that MTM will be both judged and further acquire that illusive commodity in todays world -- credibility. With our long range plans for steam operation and other meaningful Museum activities this latter attribute has great significance in enlisting potential future patrons. We must always prove that we can deliver on exactly what we set out to do. The project to date at Harriet is both well-done and yet well-begun. We made her run in '71 -- now let's really put "Trolley" on the map in '72.

WE'VE BUILT IT -- WHAT IS IT!?

Members of the MTM have been working on it since 1969. It has rails, a vintage car, a carbarn, terminals. It is authentic, entirely historic, colorful and has scores of enthusiastic supporters. What is it? We have called this "creation" (or, more properly -- "re-creation") "The Lake Harriet Project." This is, in essence, correct. It will remain, for the foreseeable future, a project requiring considerable dedication, funds and energy to bring it to self-sustaining fruition. But the question has properly arisen -- what, for the record, shall we ultimately all the Lake Harriet project? Your Museum Board has asked that this question be put to the membership -- with a decision to be reached by simple majority vote by full members at the next General Membership Meeting. The only firm criteria regarding any ultimate choice of name or title being that it must be completely authentic -- with historic precedent as it relates to the Lake Harriet site (in other words, no "gingerbread" fanciful fabrications). This would naturally limit the range of choices for Lake Harriet to one of the following four, various chronologic titles under which the site has operated throughout its long history:

- A. MINNEAPOLIS LYNDAL & LAKE CALHOUN RAILWAY 1878 - 1881
(ie; "The Motor Line")
3 feet gauge - operated under steam
NOTE: Did not fully extend to Harriet Glen
- B. MINNEAPOLIS LYNDAL & MINNETONKA RAILWAY 1881 - 1887
(ie; Operated by "Minneapolis Street Railway Co" under steam)
NOTE: Extended to Harriet in 1880; to Excelsior in 1881; Operations suspended 1891
- C. *MINNEAPOLIS & ST. PAUL SUBURBAN RAILROAD CO. 1905 - Onward
(ie; Route rebuilt, standard gauged & electrified; extended to Tonka Bay & Deephaven
- D. *TWIN CITY RAPID TRANSIT CO. & TWIN CITY LINES -- to 1954
(This title(s) now public domain since acquisition by MTC in 1971)

*(Operated under various route titles - Como-Harriet/Como-Oak-Harriet, etc.)

The choice is up to you -- the membership!

WELCOME NEW MEMBERS

Howard M. Guthmann, 815 So. Fairview Ave., St. Paul; Robert Hellier, 6137 Colfax Ave. So., Mpls.; Brett Parker, 3845 Xerxes So., Mpls.; Gregory Smith, 5336 Fremont Ave. So., Mpls.; Mr. & Mrs. Jos. Worrell, 4252 16th Ave. So., Mpls.; Hugh Middlestaedt, 3817 45th Ave. So., Mpls.; Robert Meisch, Apt. 104, 2932 Northway Drive, Brooklyn Center; Raymond R. Benson, Jr., 4832 York Ave. So., Mpls.; Robert Anderson, 1743 Fremont Ave., St. Paul; Leon Green, 1374 Midway Pkwy., St. Paul; John & Julia Hemak, 4401 Quincy St. N. E., Columbia Heights; Kenneth Holley, Box 132, Menomonee Falls, Wisc.; S.D. Marty, M.D., 116 North Washington Ave., Mason City, Ia; John Weiss, 4101 Abbott Ave. So., Mpls.; Thos. Edwards, 420 So. Garden St., New Ulm; Blair Dollery, Rt. 2, New Richmond, Wisc.; Clark Johnson, Jr., 60 Pinecroft Rd., Weston, Mass; Chas. King, 924 West Park Ave., Joliet, Ill. (summer res. 4113 Sheridan Ave. So., Mpls.) James Huskell, 1230 N. E. Highway 100, Apt. 2, Mpls.; Aaron Isaacs, 1170 Fifield Ave., St. Paul.

THE TROLLEY STORY

Enclosed with this issue is a sample copy of "The Lake Harriet Trolley Story" -- the complimentary brochure intended to be given to riders of the "Glen" Line and included in the fare recently established by the MTM board -- 20¢ for adults, 10¢ for children. The "Trolley Story" is intended to both educate, inform and to solicit additional support for the project.

ADDITIONAL FUNDS ARE NEEDED!

MTM has poured it's heart, soul and available financial resources into Harriet! We need additional funds if the restoration work is to progress uninterrupted. Members please do your part! Distribute the flyer you receive with each issue of the "Gazette." Ask for donations -- they're tax deductible. Any amount is appreciated -- \$10 - \$5 - \$1 -- and will help make the dream a reality. Your help is vital -- do it now!

GENERAL MEMBERSHIP MEETING CALLED

The Fall meeting of the General Membership has been called for 8 P.M., Sunday, September 19, 1971 at the Lake Harriet Trolley (42nd St. and Queen Ave. South). All MTM members are urged to attend a "moving", informative and entertaining program which will include selection of the formal R.R. title for the Lake Harriet project (see details this issue). A briefing on the Harriet project and a contemporary color slide presentation of 'Minnesota & Wisconsin Steam Traction Engines -- Today'. Members are also asked to be at the 42nd St. Station Platform at or before 8 P.M. to board the car. Member's cars may be parked in the Lake Harriet pavilion concourse.

BE A TROLLEY "PILOT!"

Openings on the Lake Harriet Trolley operating staff are now available! Ever had the desire to be a part-time motorman, conductor or station agent, etc.? Here's your opportunity to engage in an almost forgotten profession (or vocation, if you will). Eligibility for car operation is limited to Full Members, 21 years of age or over, available for occasional weekend operation (schedule will be rotated according to time availability). Interested members should contact:

Loren Martin
3447 N. E. 2nd St., Mpls.
Telephone: 789-4297

...at the earliest opportunity. Actual on-car training sessions will begin during the next few weeks.

And, if you should know of any ex-TCRT motormen, conductors who would be interested in trying their hand at the controller again, SIGN 'EM UP! We can also use experienced hands at the helm!

A NOTE OF THANKS -- FROM G. ISAACS

I would like to extend a sincere thanks to all of you who have worked so hard to make the initial operation of "1300" possible. You must have shared the same feelings of elation that I experienced when our "Old Gal" rounded the south curve on her way to W. 42nd St. Station. During September we will continue to maintain our track, install a new fence (to keep youngsters from entering the right of way). We will also wire the car barn for lights, power and night lighting. In addition, we wish to install a new fiberglass roof on our coach at Minnehaha Depot (any fiberglass experts?).

SEPTEMBER-OCTOBER CREW SCHEDULES

The normal work day is 9 A.M. - Noon and 1 P.M. - 4 P.M. Saturdays and 1 P.M. - 6 P.M. Sundays. Members concerned should review the schedule for possible conflicts. If any, please advise Geo. Isaacs. After suitable alterations are made crew members are asked to strictly adhere to the schedule. Work dates may be switched between individual fellow members but the foreman for each date must be notified prior to the work day. All details are at Harriet.

<u>DATE</u>	<u>DAY</u>	<u>FOREMAN</u>	<u>WORK CREW</u>
9-11	Sat.	Pinske	Benson, Benson, Jr., Mackner, Corrin
9-12	Sun.	Isaacs	Fuller, McCauley, Bergstrom, Chotkowski
9-18	Sat.	Heiderich	Cordes, Algren, Knott, Ferch, Francaviglia
9-19	Sun.	Martin	Harrison, McCarthy, Shogren, R. Anderson
9-25	Sat.	Podas	Lindberg, B. Olsen, Phillips, Nelson
9-26	Sun.	Anderson	Wm. Olsen, Rubin, Svobodny, Parker
10-2	Sat.	Pinske	Hawkey, Obern, Butz, Kleinhans
10-3	Sun.	Isaacs	Fuller, McCauley, Bergstrom, Chotkowski
10-9	Sat.	Lindberg	Ferch, Verhey, Norman
10-10	Sun.	Martin	Harrison, McCarthy, Shogren, R. Anderson

DATE	DAY	FOREMAN
10-16	Sat.	Dumas
10-17	Sun.	Anderson
10-23	Sat.	Podas
10-24	Sun.	R. Olson
10-30	Sat.	Stein
10-31	Sun.	Isaacs

WORK CREW
 Cordes, Algren, Knott, Mackner, Corrin
 Wm. Olsen, Rubin, Seever
 Phillips, Nelson, Svobodny, Kiewel
 Janke, Reeder, Weise, Seever
 Benson, Benson, Jr., Mackner, Francaviglia
 Clean Up (we need volunteers -- Call
 G. Isaacs

CREW FOREMEN

George Isaacs 484-7512
 Mark Anderson 825-7851
 Herb Pinske 724-4533
 Russ Olsen 881-1019
 Loren Martin 789-4297

Keith Lindberg 455-5589
 Norm Podas 588-9643
 John Stein 459-1321
 Bob Dumas 473-9538

1300 RIDES AGAIN!

SCENES FROM
THE OPENING!

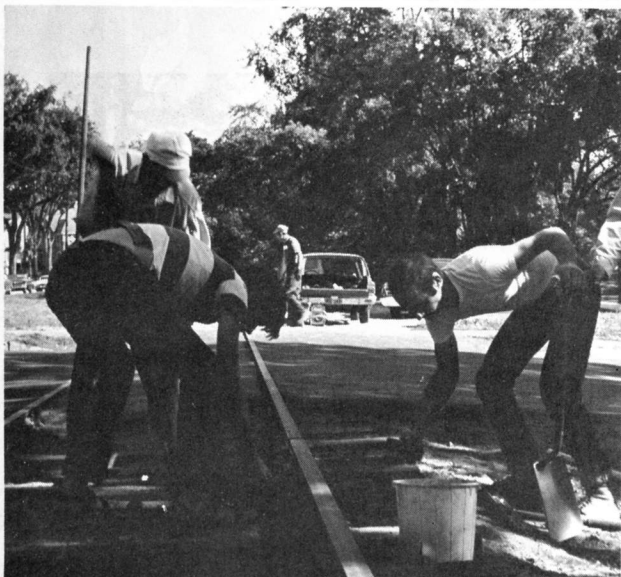
RIGHT; EAGER
CROWDS AT
42nd ST. STATION

BELOW; BROTHER
FERCH'S 'T'
"JUGGERNAUT"
CREATES A
MODERN DAY
ILLUSION.





ORDEAL & TRIUMPH at 42nd Street





MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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